

BK STATE MS.-DESOTO CO.
FILEDBEFORE THE MISSISSIPPI TRANSPORTATION COMMISSION
OF THE STATE OF MISSISSIPPI

MAR 3 12 46 PM '98

BK 76 PG 866
W.E. DAVIS CH. CLK.]

IN THE MATTER OF THE JOINT PETITION OF
THE COUNTY OF DESOTO AND THE
ILLINOIS CENTRAL RAILROAD COMPANY,
IN THE INTERESTS OF HIGHWAY-RAIL GRADE
CROSSING SAFETY, FOR AUTHORITY TO
MAKE CERTAIN IMPROVEMENTS AT TWO (2)
CROSSINGS AND CLOSE AND ABOLISH TWO (2)
OTHERS IN THE UNINCORPORATED TOWN OF
WALLS IN DESOTO COUNTY, MISSISSIPPI

DOCKET NO. _____

JOINT PETITION

A 15013

NOW COMES the COUNTY OF DESOTO (County) and the ILLINOIS CENTRAL RAILROAD COMPANY (Illinois Central) and jointly petitions the MISSISSIPPI TRANSPORTATION COMMISSION (Commission), in the interests of highway-rail grade crossing safety, for authority to install and/or upgrade systems of automatic flashing light signal highway-rail crossing traffic control devices and improve the crossing surfaces and approaches thereto at two (2) public highway-rail crossing locations and for authority to permanently close and abolish two (2) other public highway-rail crossings, all as hereinafter set forth, in an unincorporated community known as Walls in Desoto County, Mississippi.

The joint petitioners hereto hereby agree and stipulate as follows:

1. That petitioner COUNTY OF DESOTO is a political subdivision organized and existing under the laws of the State of Mississippi; that its official mailing address is 2535 Highway 51 South, Hernando, MS 38632; and that it is subject to the jurisdiction of the Commission relative to the matters of this petition;

2. That petitioner ILLINOIS CENTRAL RAILROAD COMPANY is a corporation organized and existing under the laws of the State of Illinois and duly authorized to conduct business in the State of Mississippi; that it operates a common carrier service by railroad between points in Mississippi and between points in other states; that its principal offices are located at 455 North Cityfront Plaza Drive, Chicago, IL 60611-5504 with regional offices located at 2151 North Mill Street, Jackson, MS 39202; and that it is subject to the jurisdiction of the Commission relative to the matters of this petition;

3. That Illinois Central operates a main line of railroad through Desoto County, in a generally north-south direction, which passes through the unincorporated community of Walls; and that all crossings of this rail line with roads and streets in and near Walls are at grade;

4. That Illinois Central presently operates 12 to 16 freight trains per day through Walls and said trains currently operate at a maximum speed of 60 MPH; and the National Passenger Rail Corporation (AMTRAK) presently operates 2 passenger trains per day through Walls and said trains currently operate at a maximum speed of 79 MPH;

5. That Walls is an unincorporated community of approximately 250 to 300 residents; that U.S Route 61 passes through Walls, as do several county roads and streets; that as one proceeds north to south through Walls, Illinois Central's line of railroad presently intersects existing and open public streets and roadways at four (4) separate locations in a distance of approximately 2/3 miles, as follows:

Goodman Road	at-grade crossing,	railroad milepost M14.84,	DOT #297 739G
Old Highway 61	at-grade crossing,	railroad milepost M15.11,	DOT #297 740B
Third Street	at-grade crossing,	railroad milepost M15.31,	DOT #297 741H
Sullivan Road	at-grade crossing,	railroad milepost M15.51,	DOT #297 742P

6. That in the interests of public safety, public necessity and convenience does not justify the retention of the aforesaid highway-rail intersections at Goodman Road and Third Street; that given the proximity of adjacent crossings and the existence of alternate access on both sides of the tracks, any adverse impacts upon the traveling public, commercial businesses or the delivery of emergency services, as may be occasioned by the closure and abolishment of these crossings, will be minimal;

7. That in view of current train speeds, and especially since the closure of the aforementioned crossings will direct additional traffic to the remaining crossings, the installation of additional or improved automatic flashing light signal highway-rail crossing traffic control devices at each of the remaining at grade crossing locations, as indicated on the attached Exhibits A1 and A2 (hereinafter collectively referred to as "Exhibit A"), which by reference hereto are made a part hereof, would promote the safety and convenience of the public.

8. That since the closure of the aforementioned crossings will direct additional traffic to the remaining crossings, the installation of a prefabricated concrete crossing surface at Old Highway 61, a widened full depth timber crossing surface at Sullivan Road, and the reconstruction/repaving of the roadway approaches so as to effect a reduction in crossing approach grades and/or other specific roadway improvements, also as indicated on the attached Exhibit A, would ensure an even flow of traffic and promote the safety and convenience of the public.

9. That Illinois Central is prepared to perform such work, and to assume and bear all costs so incurred, to effect the physical closure of the Goodman Road and Third Street crossings, including the erection of permanent highway-type guardrail barricades and/or outright removal of the street pavement on its right-of-way on both sides of its tracks, the removal of the crossings proper, and the removal of the exist signs and/or other traffic control devices on its right-of-way; and that the County is prepared to assume and bear the cost of installing and maintaining and/or removing any other passive traffic control signs or devices as may be required by the said closures and thereafter maintaining such permanent barricades as may be installed by Illinois Central;

10. That Illinois Central is prepared to assume and bear not only that portion of the cost of the said additional or improved automatic flashing light signal highway-rail crossing traffic control devices at each of the remaining at grade crossing locations which by state statute may be assessed against it, but also any portion thereof which by state statute might otherwise be assessed against the County, provided the remaining cost is funded from the Grade Crossing Safety Fund or other such state or federal funds as may be available to the Commission; and that Illinois Central is prepared to assume the maintenance of the said additional or improved crossing signal devices at its own cost and expense except as may be otherwise provided by law;

12. That Illinois Central is prepared to furnish the track materials, labor and equipment, and to assume and bear the costs thereof, to effect the reconstruction of the crossings proper as indicated on the attached Exhibit A, provided the cost of the prefabricated concrete crossing surface materials at Old Highway 61 is funded from the Grade Crossing Safety Fund or other such state or federal funds as may be available to the Commission; and that Illinois Central is prepared to assume the maintenance of the said reconstructed crossings proper at its own cost and expense except as may be otherwise provided by law;

13. That the County is prepared to perform such work, and to assume and bear all costs so incurred, to reconstruct and/or repave the crossing approaches at the locations indicated on the attached Exhibit A, so as to flatten, to the extent practicable, the gradients thereof to reduce the likelihood of any low clearance vehicles becoming "hung-up" on the crossing(s); improve the ride quality thereat; and widen the said roadway(s) as may be needed to accommodate the additional traffic being diverted thereto.

14. That the County is prepared to erect, install and maintain advance warning signs and pavement markings at or in the vicinity of each of the highway-rail crossings which will remain, as called for by the Manual on Uniform Traffic Control Devices, and assume the cost thereof, except for any said passive devices required on or along any State Highway which crosses or is adjacent to the tracks.

WHEREFORE, the COUNTY OF DESOTO and the ILLINOIS CENTRAL RAILROAD COMPANY respectfully request the MISSISSIPPI TRANSPORTATION COMMISSION enter an Order as follows:

A. Authorize and require the permanent closure and abolishment of the crossings of Goodman Road and Third Street in the unincorporated community of Walls, Desoto County, Mississippi, with the work to be performed and the cost thereof divided in accordance with Stipulation (9) above.

B. Require the Illinois Central Railroad Company to install additional and/or improved automatic flashing light signal highway-rail crossing traffic control devices in accordance with the attached Exhibit A at each of the Old Highway 61 and Sullivan Road at-grade crossings of its tracks in the unincorporated community of Walls, Desoto County, Mississippi, with 80% of the cost thereof to be born by the Grade Crossing Safety Fund, or other such state or federal funds as may be available to the Commission, and the remaining 20% to be born by the Illinois Central; and that said improved crossing traffic control devices be thereafter maintained by Illinois Central at its own cost and expense except as may be otherwise provided by law.

C. Require the Illinois Central Railroad Company to reconstruct the crossings proper in accordance with and at the highway-rail grade crossing locations as indicated on Exhibit A attached hereto, with the work to be performed and the cost thereof divided in accordance with Stipulation (12) above; and that said renewed crossing surfaces be thereafter maintained by Illinois Central at its own cost and expense except as may be otherwise provided by law.

D. Require the County of Desoto to reconstruct/repave the roadway approaches an accordance with and at the highway-rail grade crossing locations as indicated on Exhibit A attached hereto, with the work to be performed and the cost thereof divided in accordance with Stipulation (13) above; and that said reconstructed/repaved roadway approaches be thereafter maintained by the County at its own cost and expense.

E. Require the County of Desoto to erect, install and maintain advance warning signs and pavement markings at or in the vicinity of each of the highway-rail crossings which will remain, as called for by the Manual on Uniform Traffic Control Devices, and assume the cost thereof, except for any said passive devices required on or along any State Highway which crosses or is adjacent to the tracks.

F. Require the Mississippi Department of Transportation to erect, install and maintain advance warning signs and pavement markings, or effect other changes in passive warning signs or other devices as called for by the Manual on Uniform Traffic Control Devices, and assume the cost thereof, as may be required on or along any State Highway which crosses or is adjacent to the tracks and occasioned by the closure or improvement of any of the crossings affected by this petition.

G. Such other and further relief as the Commission may deem appropriate or desirable in order to effectuate the closure and/or improvement of any of the crossings affected by this petition, all in the unincorporated community of Walls, Desoto County, Mississippi.

Submitted and filed this 26th day of September of 1997 by and on behalf of the County of Desoto, Mississippi and the Illinois Central Railroad Company as joint petitioners.

COUNTY OF DESOTO

By: [Signature]
President, Board of Supervisors

Date: September 2nd, 1997
(CERTIFIED RESOLUTION REQUIRED)

ILLINOIS CENTRAL
RAILROAD COMPANY

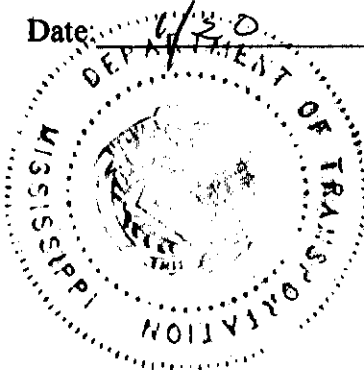
By: [Signature]
David C. Kelly
Vice President-Maintenance

Date: September 26, 1997

APPROVED:

[Signature]
SECRETARY TO COMMISSION

Date: 1/20, 1998



[Signature]
EXECUTIVE DIRECTOR M.D.O.T.

Date: 1/20, 1998

Book 5, Pages 978 & 979
87

APPROVED:

2/5/98
DATE

[Signature]
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

STATE OF MISSISSIPPI

COUNTY OF DESOTO

Clovis B. Reed, Jr., being first duly sworn on oath, deposes and states
that he is the County Administrator of the County of Desoto in the State of Mississippi;
that he has read the foregoing Joint Petition, knows the contents thereof, and that said
contents are true in substance and in fact to the best of his knowledge and belief.

Clovis B. Reed, Jr.
County Administrator

Subscribed and sworn to before me

this 8th day of September, A.D., 1997

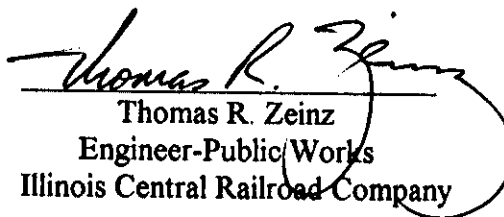
W.E. Davis, Chancery Clerk
NOTARY PUBLIC
by Vanessa Lynchard DC



STATE OF ILLINOIS

COUNTY OF COOK

Thomas R. Zeinz, being first duly sworn on oath, deposes and states that he is the Engineer-Public Works for the Illinois Central Railroad Company; that he has read the foregoing Joint Petition, knows the contents thereof, and that said contents are true in substance and in fact to the best of his knowledge and belief.


Thomas R. Zeinz
Engineer-Public Works
Illinois Central Railroad Company

Subscribed and sworn to before me

this 2nd day of July, A.D., 1997



NOTARY PUBLIC



EXHIBIT A1-1

Street Name: Goodman Road City: Walls County: Desoto
Crossing I.D. No: 297 739G Railroad: Illinois Central Railroad Milepost: M-14.84

I. EXISTING CONDITIONS:

Single main track across a 18' wide semi-improved (no curb and gutter) oil & chip road. Existing crossing surface is 18' full depth timber (stringers) in fair to good to fair condition. Roadway approaches are excessively steep and have little or no shoulders. Road turns 90° and runs parallel to tracks on west side south to Old Highway 61. Alternate access across tracks exists via Old Highway 61 crossing (approx. 1/4 mile south). Existing traffic control devices are two (2) ea. R15-1 crossbuck signs. A W10-1 advance warning sign is displayed along Goodman Road east of the crossing only. No "RXR" or Stop Bar pavement markings are in place. Vehicular speed limit is not posted, but presumed to be 25 MPH. AADT is estimated to be 100± vehicles.

II. RECOMMENDED IMPROVEMENTS:

- A. Close and vacate Goodman Road on and across railroad right-of-way by removing and obliterating street approaches on Railroad right-of-way; regrade railroad right-of-way to conform to adjacent terrain; remove existing crossing surfaces and crossbucks; install barricade and "Road Closed" sign at east railroad right-of-way line (by Railroad).
- B. Remove, modify and/or install signs to reflect closure of roadway at railroad and elimination of crossing, including installing "Dead End" and "No Outlet" signs, all in accordance with Manual on Uniform Traffic Control Devices (by County).

III. WORK PROPOSED TO BE PERFORMED BY RAILROAD:

1. Furnish material, equipment and labor to close and remove crossing, crossbucks and roadway approaches from limits of railroad right-of-way and regrade railroad right-of-way to conform to adjacent terrain, per (A) above.
2. Furnish material, equipment and labor to install barricade and "Road Closed" sign at east railroad right-of-way line, per (A) above.

Preliminary estimated closure cost: not estimated
Proposed division of closure cost: 100% Railroad

IV. WORK PROPOSED TO BE PERFORMED BY COUNTY:

1. Furnish, or arrange to have furnished, any needed material, equipment and labor to remove, modify and/or install passive signage on and along local roadways in vicinity of crossing closure per (B) above.

Preliminary estimated cost: \$500
Proposed division of cost: 100% County

EXHIBIT A2-1

Street Name: Old Highway 61 City: Walls County: Desoto
 Crossing I.D. No: 297 740B Railroad: Illinois Central Railroad Milepost: M-15.11

I. EXISTING CONDITIONS:

Single main track across a 20' wide semi-improved (no curb and gutter) bituminous roadway crossing railroad on a moderate skew. Roadway approach grades at crossing are moderately steep, especially on east side. Existing crossing surface is 32' full depth timber in fair condition. Existing traffic control devices are two (2) ea. mast mounted AFLS with motion sensing (M585) control circuitry. A side street runs parallel to and on the west side of the railroad intersecting Old Highway 61 immediately west of the crossing. W10-1 advance warning signs are displayed on both sides of the crossing on Old Highway 61. Stop bars and "RXR" pavement markings are worn or not in place. Vehicular speed limit is not posted, but presumed to be 25 MPH. AADT is estimated to be 150± vehicles (but will likely increase to 500± upon closure of Goodman Road and Third Street at railroad).

II. RECOMMENDED IMPROVEMENTS:

- A. Install upgraded system of train activated mast-mounted crossing signals with gate arms, 12" roundels and constant warning time (CWT) control circuitry (by Railroad).
- B. Reconstruct crossing proper, installing a 36' prefabricated concrete crossing surface (by Railroad).
- C. Reconstruct east highway approach to crossing to reduce grade and repave (by County).
- D. Install, update advance warning signs and pavement markings as per Manual on Uniform Traffic Control Devices (by County).

III. WORK PROPOSED TO BE PERFORMED BY RAILROAD:

1. Prepare plans, specifications and detailed estimate of cost for proposed crossing signal installation per (A) above; same to be submitted to MDOT for final approval prior to commencing work;
2. Furnish material, equipment and labor to install said system of crossing signals;
3. Furnish material, equipment and labor to reconstruct crossing proper and install a prefabricated concrete crossing surface per (B) above;
4. Incidental work necessary for completion of above.

Preliminary estimated signal cost: \$30,850

Proposed division of signal cost: 80% MDOT; 20% Railroad

Proposed division of crossing surface reconstruction cost:

MDOT: material cost only for concrete crossing & 10-foot crossties (Est. \$9,500)

Railroad: all labor, equipment and other track material costs (no estimate)

IV. WORK PROPOSED TO BE PERFORMED BY COUNTY:

1. Furnish, or arrange to have furnished, any needed material, equipment and labor to reconstruct east asphalt approach and repave both approaches as needed per (C) above.
2. Furnish, or arrange to have furnished, any needed material, equipment and labor to install and/or renew the advance warning signs and pavement markings, including install W10-2 advance warning signs on parallel street, per (D) above.
3. Furnish traffic control as required for City and Railroad work.

Preliminary estimated cost: \$7,500

Proposed division of cost: 100% County

29-OCT-96

ILLINOIS CENTRAL RAILROAD
ENGINEERING DEPARTMENT
OFFICE OF GENERAL MANAGER-C&S

Walls, MS

Est 1401-002

Estimated cost of Signal work to add Gates at Old US Highway 61.

Southern Region

Val Sec Ms-1

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
=====				
FAPG				

CABLE, 2c/6 TW., 120-D (O)	600.	FEET @	0.68	408.00
CABLE, 7c/6, 121-N (O)	400.	FEET @	3.32	1328.00
WIRE, #10 AWG STRANDED (O)	500.	FEET @	1.00	500.00
CABLE, 5c/14, 121-B (O)	500.	FEET @	0.25	125.00
GATE MECHANISM, S-20	2.	EACH @	2931.00	5862.00
GATE MAST, 14'	2.	EACH @	862.00	1724.00
RR CROSSING SIGN	2.	EACH @	109.00	218.00
FLX-12, 2-WAY	2.	EACH @	1155.00	2310.00
BELL, ELECTRONIC, 040201-X	1.	EACH @	218.00	218.00
ARM, EZ GATE, 16-24'	2.	EACH @	376.00	752.00
FABRICATED ADAPTER, 076203-501X	2.	EACH @	120.00	240.00
FOUNDATION, S2 4FT-6IN HI	2.	EACH @	402.00	804.00
MISC. SIGNAL MATERIAL	1.	L.S. @	400.00	400.00
5 MAN GANG	4.	DAY @	900.00	3600.00
PRELIMINARY ENGINEERING	1.	L.S. @	900.00	900.00
CONSTRUCTION ENGINEERING	1.	L.S. @	275.00	275.00

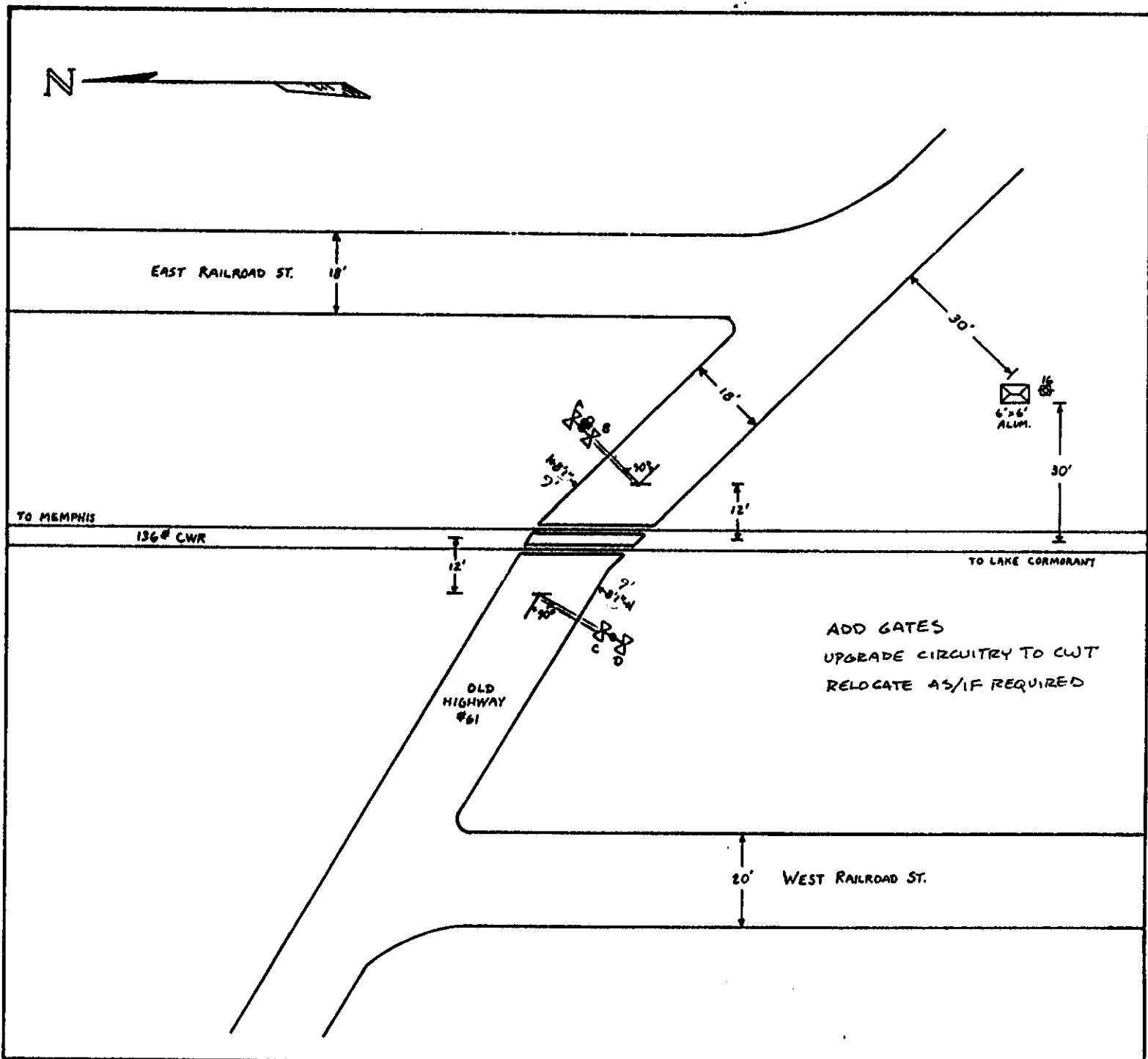
SUMMARY

MATERIAL	14889.00 *
HANDLING 0.0610	908.23
LABOR	3600.00 *
ENGINEERING	1175.00
ACCOUNTING	500.00
COMPOSITE ADD.-DIRECT LABOR 1.0706	3854.16
COMPOSITE ADD.-ENG 1.0088 -ACCT 1.0706	1720.64
SUBSISTENCE	800.00
RENTAL OF EQUIPMENT	600.00
CONTINGENCIES	2802.97

TOTAL COST	30850.00

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QUADRANT	NE	SW	Illinois Central Railroad	
STANDARD AFLS	X	X	Office of Engineer-Signals Chicago, Il.	
CANTILEVER, FT.	--	--	CITY & STATE	SD 1401 X
GATE, FT.	-- 18	-- 18	WALLS, MS.	DATE
ADDED LIGHTS	--	--	CROSSING	SEPT. 28, 1987
BARRICADE	--	--	OLD HIGHWAY #61	
MULTI-TRK SIGN	--	--	IC - L 15.11	DOT-AAR IC 297-740 B
BELL	X	--	SOUTHERN REGION	YAZOO DISTRICT
IN SERVICE	REVISIONS		SCALE 1" = 30'	AFLS <input checked="" type="checkbox"/> GATES <input type="checkbox"/> CANTILEVERS <input type="checkbox"/>
2-2-89	4-16-89	12 5 22		DRAWN BY 94 Kideras

BOOK

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ILLINOIS CENTRAL RAILROAD
ENGINEERING DEPARTMENT

July, 1997

ESTIMATE FOR HIGH-TYPE ROAD CROSSING
STATE OF MISSISSIPPI PORTIONOld Highway 61 @ ICRR Main Track in WALLS, MS
ICRR Milepost M-15.11, DOT No. 297 740B

Install 36-Foot Precast Concrete Grade Crossing Surface

	QUANTITY	UNIT	UNIT COST	TOTAL
Concrete surface material	36	T.F.	\$190.00	\$6,840.00
10-0" crossties	35	EA.	\$48.00	\$1,680.00
				=====
Subtotal				\$8,520.00
				\$426.00
				\$545.71
				=====
Total State Portion				\$9,491.71

EXHIBIT A3-1

Street Name: Third Street City: Walls County: Desoto
Crossing I.D. No: 297 741H Railroad: Illinois Central Railroad Milepost: M-15.31

I. EXISTING CONDITIONS:

Single main track across a 20' wide semi-improved (no curb and gutter) bituminous street. Existing crossing surface is 26' full depth timber (stringers) in fair to good to fair condition. Bituminous approaches have little or no shoulders. Side streets run parallel to and on both sides of the railroad from Old Highway 61 to Sullivan Road. Third Street ends approx. 30-feet west of crossing at "T" intersection with parallel street and turning radii are very tight. Alternate access exists across railroad on both sides via crossings at both Old Highway 61 and Sullivan Road (approx. 2/10 mile each way). Existing traffic control devices are two (2) ea. mast mounted AFLS with motion sensing (M585) control circuitry. A W10-1 advance warning sign is displayed along Third Street east of the crossing only. W10-2 or W10-3 signs are not displayed along either parallel side street. "RXR" and Stop Bar pavement markings are in place. Stop bars are in place, but quite worn and faded. Vehicular speed limit is not posted, but presumed to be 25 MPH. AADT is estimated to be 300± vehicles.

II. RECOMMENDED IMPROVEMENTS:

- A. Close and vacate Third Street on and across railroad right-of-way by removing and obliterating street approaches between parallel side streets; remove existing crossing surfaces; AFLS to be removed and salvaged, to extent possible, for reuse at Sullivan Road crossing (by Railroad).
- B. Remove, modify and/or install signs and pavement markings to reflect closure of roadway at railroad and elimination of crossing, including installing W1-7 "Large Arrow" and W2-4 "T-Intersection" signs east of track, all in accordance with Manual on Uniform Traffic Control Devices (by County).

III. WORK PROPOSED TO BE PERFORMED BY RAILROAD:

1. Furnish material, equipment and labor to close and remove crossing and street approaches from limits of railroad right-of-way and regrade railroad right-of-way between parallel side streets, per (A) above.
2. Furnish material, equipment and labor to remove and salvage AFLS for reuse at Sullivan Road (see Exhibit A4-1)

Preliminary estimated closure cost: not estimated
Proposed division of closure cost: 100% Railroad

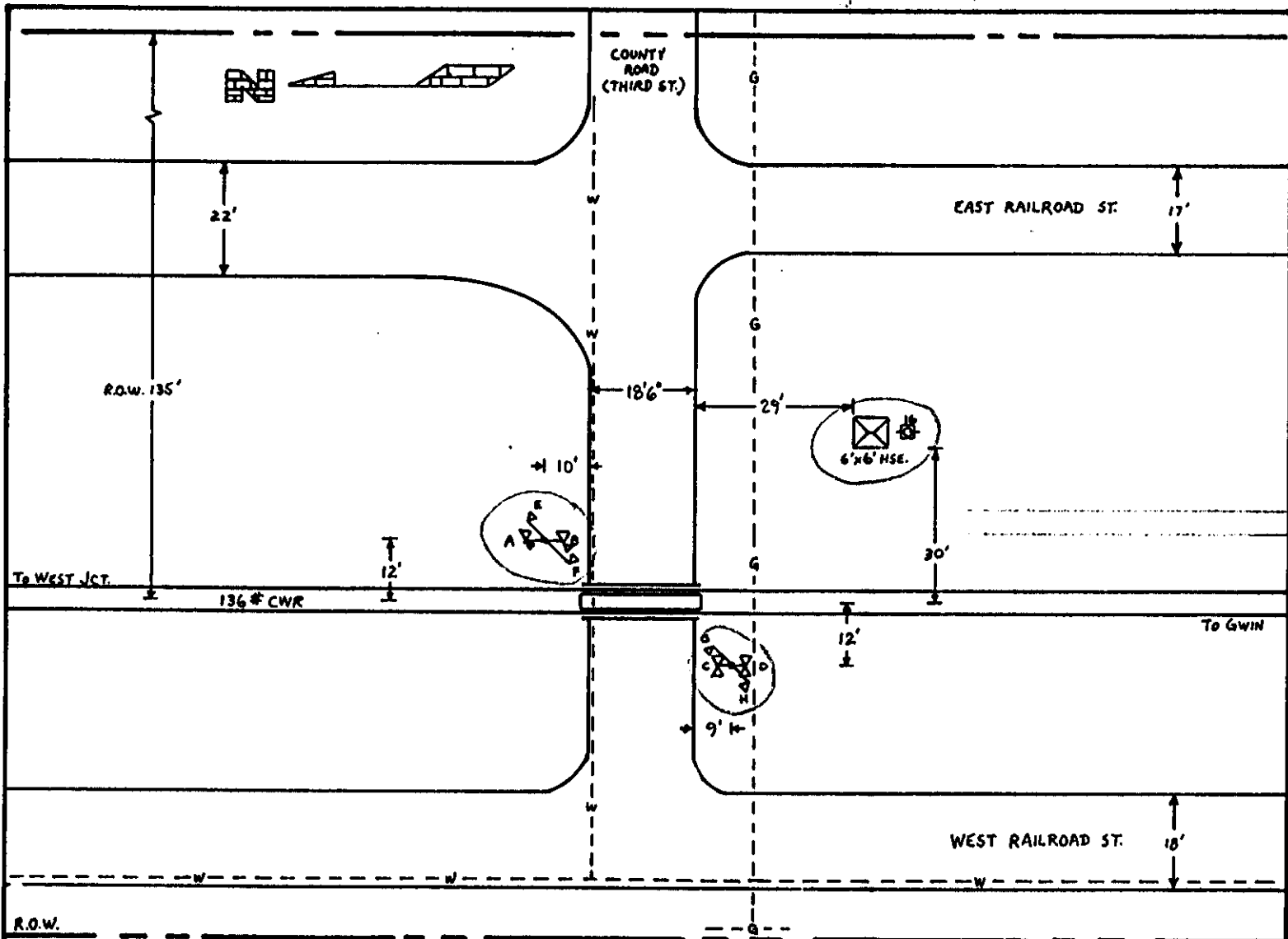
IV. WORK PROPOSED TO BE PERFORMED BY COUNTY:

1. Furnish, or arrange to have furnished, any needed material, equipment and labor to remove, modify and/or install passive signage and/or pavement markings on and along local streets in vicinity of crossing closure per (B) above.

Preliminary estimated cost: \$500
Proposed division of cost: 100% County

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CLOSE CROSSING

RELOCATE EQUIPMENT TO SULLIVAN RD.

QUADRANT	NE	SW	Illinois Central Railroad	
STANDARD AFLS	-	X	Office of Engineer-Signals Chicago, IL.	
CANTILEVER, FT.	-	-	CITY & STATE	
GATE, FT.	-	-	WALLS, MS.	
ADDED LIGHTS	155-315°	155-315°	SD 1401 X	
BARRICADE	-	-	CROSSING	
MULTI-TRK SIGN	-	-	COUNTY ROAD (THIRD ST.)	
BELL	X	-	DATE	
			JANUARY 25, 1988	
			IC-15.31-L	
			DOT-AAR IC 297-741 H	
			SOUTHERN REGION	
			TALLAHATCHIE DISTRICT	
IN SERVICE	REVISIONS		SCALE	AFLS <input checked="" type="checkbox"/> GATES <input type="checkbox"/> CANTILEVERS <input type="checkbox"/> DRAWN BY
	12-5-89		1" = 30'	JK

Street Name: Sullivan Road City: Walls County: DesotoCrossing I.D. No: 297 742P Railroad: Illinois Central Railroad Milepost: M-15.51**I. EXISTING CONDITIONS:**

Single main track across a 12±' wide semi-improved (no curb and gutter) bituminous roadway crossing railroad at ±90°. Roadway approaches to crossing are narrow, especially on east side. Existing crossing surface is 12' full depth timber in fair condition. Existing traffic control devices are two (2) ea. 515-1 crossbucks. Side streets run parallel to and on both sides of the railroad north of Sullivan Road and intersect Sullivan Road as "T" intersections on either side of the crossing. W10-1 and/or W10-4 advance warning signs are not displayed. Stop bars and "RXR" pavement markings are non-existent. Vehicular speed limit is not posted, but presumed to be 25 MPH. AADT is estimated to be 50± vehicles (but will likely increase to 300± upon closure of Third Street at Railroad).

II. RECOMMENDED IMPROVEMENTS:

- A. Install system of train activated mast-mounted crossing signals with gate arms, 12" roundels and constant warning time (CWT) control circuitry utilizing as much equipment as possible from existing Third Street crossing signal installation (by Railroad).
- B. Reconstruct crossing proper, installing a 24' prefabricated timber crossing surface (by Railroad).
- C. Reconstruct roadway from 100± feet west of crossing to US Route 61 (approx. 1/4 mile) to widen to 20-foot bituminous pavement and repave (by County).
- D. Install advance warning signs, including W10-4 signs on parallel side streets, and pavement markings as per Manual on Uniform Traffic Control Devices (by County).

III. WORK PROPOSED TO BE PERFORMED BY RAILROAD:

1. Prepare plans, specifications and detailed estimate of cost for proposed crossing signal installation per (A) above; same to be submitted to MDOT for final approval prior to commencing work;
2. Furnish material, equipment and labor to install said system of crossing signals;
3. Furnish material, equipment and labor to reconstruct crossing proper and install a prefabricated full depth timber crossing surface per (B) above;
4. Incidental work necessary for completion of above.

Preliminary estimated signal cost: \$41,560

Proposed division of signal cost: 80% MDOT; 20% Railroad

Proposed division of crossing surface reconstruction cost: 100% Railroad.

IV. WORK PROPOSED TO BE PERFORMED BY COUNTY:

1. Furnish, or arrange to have furnished, any needed material, equipment and labor to reconstruct Sullivan Road to 20-foot wide roadway with bituminous surface from 100± feet west of crossing to US Highway 61 (approx. 1/4 mile) per (C) above.
2. Furnish, or arrange to have furnished, any needed material, equipment and labor to install advance warning signs and pavement markings, including install W10-4 advance warning signs on parallel streets, per (D) above.
3. Furnish traffic control as required for City and Railroad work.

Preliminary estimated cost: \$25,000

Proposed division of cost: 100% County

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29-OCT-96ILLINOIS CENTRAL RAILROAD
ENGINEERING DEPARTMENT
OFFICE OF GENERAL MANAGER-C&S

Walls, MS

Est 1401-003

Estimated cost of Signal work to relocate control circuits and warning devices from Third Street (closed) to Sullivan Street.

Southern Region

Val Sec Ms-1

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
=====				
FAPG				

CABLE, 2c/6 TW., 120-D (O)	300.	FEET @	0.68	204.00
CABLE, 3c/6, 121-L (O)	150.	FEET @	1.43	214.50
CABLE, 7c/6, 121-N (O)	200.	FEET @	3.32	664.00
CABLE, 5c/14, 121-B (O)	200.	FEET @	1.00	200.00
WIRE, #10 AWG STRANDED (O)	300.	FEET @	0.25	75.00
GATE MECHANISM, S-20	2.	EACH @	2931.00	5862.00
GATE MAST, 14'	1.	EACH @	862.00	862.00
GATE MAST, 16'	1.	EACH @	886.00	886.00
ARM, EZ GATE, 16-24'	2.	EACH @	376.00	752.00
FABRICATED ADAPTER, 076203-50	2.	EACH @	120.00	240.00
JOINT BYPASS COUPLER, 62785-1	2.	EACH @	658.00	1316.00
BATTERY, GNB 265AH	7.	EACH @	180.00	1260.00
FOUNDATION, S2 4FT-6IN HI	2.	EACH @	402.00	804.00
MISC. SIGNAL MATERIAL	1.	L.S. @	400.00	400.00
5 MAN GANG	8.	DAY @	900.00	7200.00
PRELIMINARY ENGINEERING	1.	L.S. @	1200.00	1200.00
CONSTRUCTION ENGINEERING	1.	L.S. @	275.00	275.00

29-OCT-96

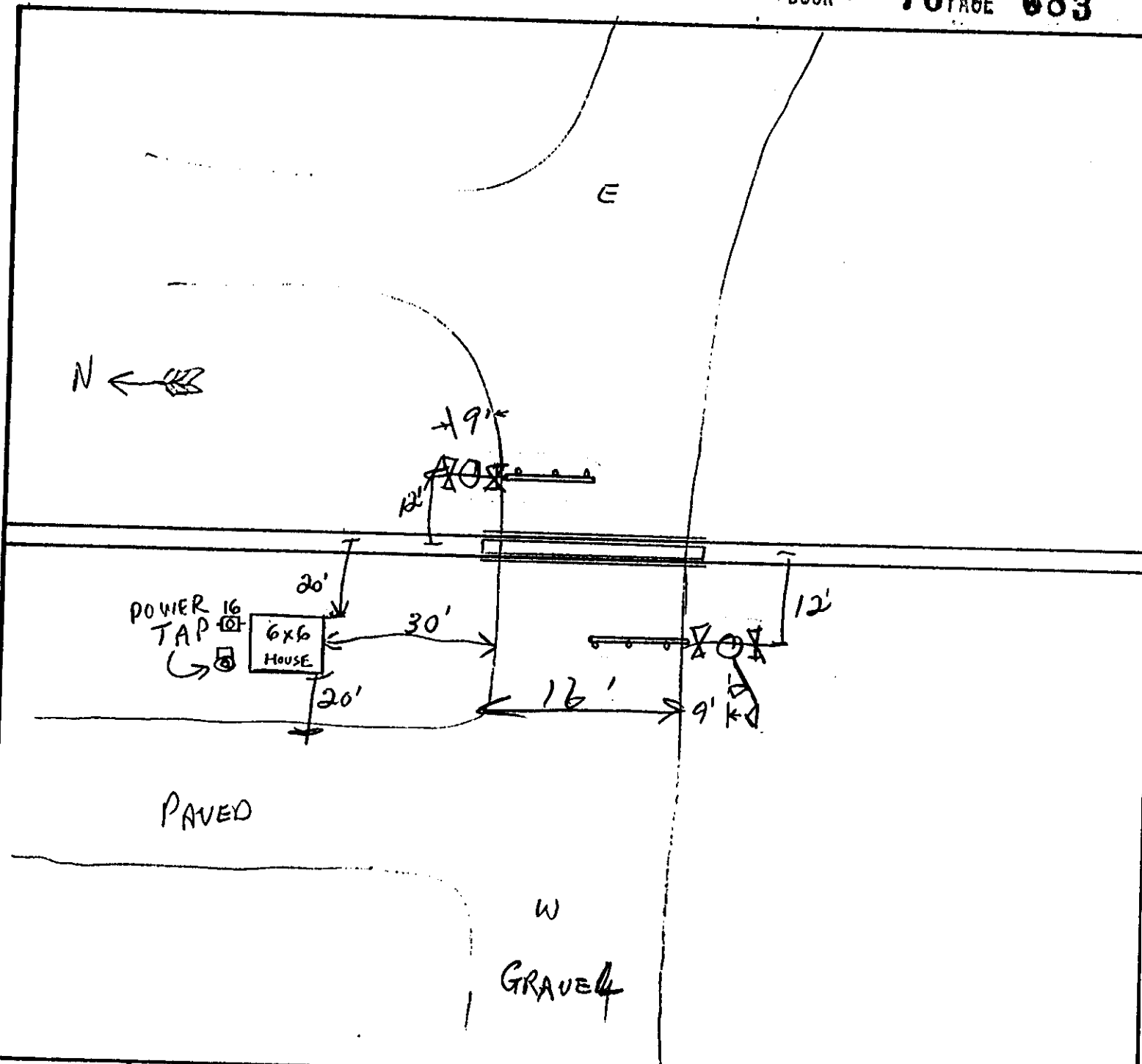
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SUMMARY

MATERIAL	13739.50 *
HANDLING 0.0610	838.11
LABOR	7200.00 *
ENGINEERING	1475.00
ACCOUNTING	500.00
COMPOSITE ADD.-DIRECT LABOR 1.0706	7708.32
COMPOSITE ADD.-ENG 1.0088 -ACCT 1.0706	2023.28
SUBSISTENCE	1600.00
RENTAL OF EQUIPMENT	1200.00
POWER TAP	1500.00
CONTINGENCIES	3775.79

TOTAL COST	41560.00



QUADRANT	NE	SW	Illinois Central  OFFICE OF ENGINEER - SIGNALS	
STANDARD AFLS			CITY & STATE	
CANTILEVER, FT.			WALLS, MS.	
GATE, FT.	17	17	CROSSING	SD 1401 X
ADDED LIGHTS		X 60°	SULLIVAN ST.	DATE
BARRICADE			IC-15.51-L	DOT-297 742 P
MULTI-TRK SIGN			SOUTHERN REGION	Y A200 DISTRICT
BELL	X		SCALE 1"=30'	AFLS GATES CANTILEVER
IN SERVICE	REVISIONS			DRAWN BY

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COST SUMMARY

WALLS, MISSISSIPPI / ILLINOIS CENTRAL RAILROAD CROSSING CORRIDOR WORK

LOCATION	SIGNAL COST		CROSSING COST		WORK ITEMS		MDOT PORTION		COUNTY PORTION		ICRR PORTION	
	TOTAL	MDOT PORTION	ICRR PORTION									
Goodman Road												
					Remove crossing, approaches, crossbucks, install barricades, regrade railroad ROW Passive signs, pavement markings						100%	
Old Highway 61	\$ 30,850	\$ 24,680 (80%)	\$ 6,170 (20%)		Install high-type surface Reconstruct, repave east street approach, install passive signs & pavement markings	\$ 9,500	\$		\$ 500		remainder	
Third Street												
					Remove crossing, approaches, salvage AFLS, regrade railroad ROW Passive signs, pavement markings				\$ 7,500		100%	
Sullivan Road	\$ 41,560	\$ 33,248 (80%)	\$ 8,312 (20%)		Install high-type surface Reconstruct, repave street, install passive signs & pavement markings				\$ 25,000		remainder	
TOTALS	\$ 72,410	\$ 57,928 (80%)	\$ 14,482 (20%)			\$ 9,500	\$	\$ 33,500			no estimate	

TOTAL MDOT FUNDS REQUESTED: \$81,910.00